







# President Willard Unable To Come Because of Illness; Plans Early Visit to City

Head of Baltimore & Ohio System Confined to His Home With Grip.

## C. W. GALLOWAY SPEAKS

Regret of Chairman All the More Keen Because This Was Second Broken Appointment; Plans of Roads Discussed by Galloway and Others.

Continued to his home with grip, Daniel Willard, president of the Baltimore & Ohio Railroad Company, was unable to attend the reception and banquet held here Friday night in his honor under the joint auspices of the Connellsville Chamber of Commerce and the Baltimore & Ohio Veterans' Association of the Connellsville Division. He had hoped, up until the last minute, to come and did not send a telegram until shortly after noon that he would be unable to make the trip.

Determined to visit Connellsville after having been previously called to keep an appointment here, Mr. Willard remained home only on the advice of his physician who said he would not be himself responsible for Mr. Willard's condition if he did make the journey.

C. W. Galloway, vice-president, in charge of operations, who acted as Mr. Willard's representative, welcomed the guests and made the address of welcome, announcing Mr. Willard's illness.

Mr. Willard's illness was the result of a cold and a headache, which he had contracted while on a business trip to the city.

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many roads and some of those were the first to ignore the rulings of the United States Labor Board and create conditions which brought about the shop strike. That strike cost the Baltimore & Ohio a clean \$12,000,000.

Mentioning the strike for a moment, Mr. Galloway said the road had always treated its men fairly, and never attempted to destroy any kind of union labor and only asked that the right thing be done toward the Baltimore & Ohio.

"But the penalty for that liberality and decency toward that particular class of labor cost us just \$12,000,000," he said.

He said some radical elements endeavoring to show that the railroad had broken down in 1917, comparing the number of ton miles of freight moved by the director general in 1918 with that carried in the previous year by the roads under their owners, when two per cent more ton miles were moved. The roads must have been broken down in 1918 also, the vice-president remarked, as in 1919, again under their owners two per cent more ton miles were transported than in 1918 under the director general.

He explained that during the coal strike \$47,000,000 worth of equipment was thrown idle, waiting for someone to use it.

"Under government operation" if there was a deficit you would be taxed and if that is what you want, all right. Also under government ownership all taxes now paid by the railroads would be withdrawn and that amount would be available for the benefit of the people.

Some of you may not have regarded it in this light before, but it is a fact. He said the roads were rapped for not moving coal and for not handling grain shipments. He said, the railroads could take care of these shipments if the elevators were not filled to capacity, so that cars now loaded are sitting on the side tracks, waiting to be emptied.

Speaking of the future, Mr. Galloway said the budget for 1922-23 on the Baltimore & Ohio Railroad included \$30,000,000 for new equipment.

"That is our contribution to the faith in the future," he said. "Some ask why we do not build a new freight station and passenger station here. We take the position that the money part can wait, while we secure the essential parts now." He said he knew President Willard would have said the same had he been able to come.

"The best that could happen for us to have a better understanding of problems confronting all of us instead of making faces at each other. I am strong to arrive at a common understanding. It will go farther to help the whole general situation than anything I know. I hope you all will take occasion to investigate all these things said about railroads. There is no mystery about railroading but stop hammering them."

R. King, S. T. Erwin, J. L. Fries, H. D. Whip, E. K. Smith, David Lumen, E. H. Fenstermacher, R. R. Whipple, John A. Lamm, J. F. May and J. W. Turner.

## The Real Reason for Assigning Cars

Chicago Black Diamond.

Daniel Willard, president of the Baltimore & Ohio, is generally admitted to be one of the best railroad executives in the country. His policy is not one of antagonism to the coal industry. On the contrary he has shown a disposition to cooperate with those in the industry, realizing as he does that the bulk of the revenue is supplied by the coal operators. Like many other railroad presidents, he is apt to see only the railroad side of the transportation question. At times Mr. Willard speaks with engaging frankness, as he did recently at Wheeling when he justified the practice of assigning cars for railroad fuel loading on the ground that fuel could be obtained at a better price by thus centralizing the source of supply.

There is nothing new about such a statement. Operators know that to be the reason for assigning cars, but not all railroad executives are so ready to admit it. Of course it is possible to obtain fuel at a lower price when cars are assigned for that purpose. It insures more regular operation and many operators are willing to make a concession in price in order to have a dependable car supply.

But regardless of whatever else may be said in regard to this method employed by the railroads to secure cheaper coal than can be had by other classes of consumers, the fact remains that it is a club which the railroads can and do hold over the heads of operators in West Virginia and elsewhere in order to force the assignment of cars to the railroads. When there is a car shortage it is tantamount to saying to the coal producer, "No fuel contract, no cars." That is what it has come to mean in many sections of northern West Virginia.

In justifying the system of assigning cars, railroad executives overlook this major fact, the arrangement between them and the producers with whom they make fuel contracts does not relieve them of the obligation of furnishing adequate transportation facilities to all shippers on their line without discrimination. Certainly the assignment of cars, when it results in a general shortage of empties for mines shipping commercial fuel only, cannot be regarded in any other light than discrimination. It, therefore, appears to be as much of a violation of the transportation laws as the refusal to discriminate in the distribution of cars, whatever the Interstate Commerce Commission may have to say about the matter. No one objects to the assignment of cars and to the purchase of fuel on an economical basis as possible, provided such a system does not work a hardship on the general run of shippers. When assignment goes that far, as it certainly does, then such a system cannot be excused on such a plea as President Willard has advanced.

The fallacy of such an argument can be demonstrated. It is possible for the railroads to obtain cheaper fuel by forcing producers to make low-price contracts in consideration of a regular car supply, yet the railroad loses in revenue more than it makes in cutting down the cost of fuel, because by such action it reduces very appreciably the volume of freight handled, as well as discouraging the business of the up-country where it depends for its traffic. Service is the very essence of business.

## New Car Distribution Plan To Be Announced by B. & O.

Production Per-Man-Per-Day To Be New Basis of Mine Rating.

As the result of a protracted and intensive study of the coal car distribution problem by officials of the Baltimore & Ohio railroad, it is understood that an announcement will shortly be made of an entirely new plan by which cars will be furnished to mines.

The basis of the new system of distribution will be the average production per miner per day, not the mine's capacity as measured in tons delivered over dipple, which has been the method in vogue ever since any attempt has been made to distribute cars with some pretense to system. In arriving at the new method of rating a week in each mine's operation when there was a full complement of men in the pit and a full six days run was made will be taken as the basis for determining the average production per miner. The number of cars to be supplied will be based upon that average per-man-per-day output.

The rating will not be changed from month to month, as at present, but will remain in effect until operation over a certain period has demonstrated the mine's capacity to produce 10 per cent or more in excess of the first rating. In that event proportionately more cars will be supplied. On the other hand, no reduction in quota will be made until it has been shown by the same means that the mine's capacity has been lessened by 10 per cent or more.

Details of the plan have not been fully worked out but it has been elaborated to such extent that when brought to the attention of operators in West Virginia, its main features were regarded as being a very decided improvement over the existing method of car distribution.

The principal aim of the railroad officials who have formulated the new system has been the elimination of the most serious objections to the prevailing system. It is believed that on the per-man-per-day rating the abuse of false reports from mines will cease and also that car distributors and others connected with car placements will be relieved of the pressure and importunities to which they are now more or less subjected by mine owners and managers. In short, it is thought the new plan will in a large sense be mechanical in its application and that in the matter of car supply each mine will be placed squarely upon its ability to produce coal from day to day.

new, and in any other business, favoring one class of customers over another, such as the railroads do, would drive away those not favored. Between two railroads, the average mine owner, if he had the option, would ship over the railroad which gave evidence of being anxious to furnish the best service. Obviously, therefore, the whole principle of assigning cars is wrong. It is, in fact, just as unjust as the old rebate system and answers very much of that system.

CHAMBER HEAD WIRES SYMPATHY TO MR. WILLARD

Findings he would be unable to come to Connellsville because of illness, Daniel Willard, president of the Baltimore & Ohio Railroad Company, sent the following telegram to Charles T. Kepner, president of the Chamber of Commerce:

"Deeply regret my inability to be at Connellsville today account of illness which confines me at home. My regret and embarrassment are made greater by the fact that this is the second time I have arranged to meet members of your chamber and have failed both times to keep my appointment, but have been prevented from doing so each time by matters beyond my control. I appreciate very greatly the pains you have taken to entertain myself and other Baltimore & Ohio officers this evening and I still hope that at some future time I may have the opportunity to meet the members of your chamber because I firmly believe that such conference will lead to a much better understanding, not only of the railroad situation but of all our mutual problems."

Saturday Mr. Kepner, as head of the Chamber of Commerce, sent a message of sympathy to the railroad executive. It follows:

"One pain of disappointment experienced by your absence last evening was only exceeded by the sorrow of learning of your illness. It is our desire that your feelings of embarrassment be dispelled immediately. The generous and heartfelt sympathy of our citizens does not permit a word of critical comment or harsh criticism but only engenders their wishes for your speedy and complete recovery. While we sadly missed you in person, yet we feel your spirit prevailed through the charming personality of your staff. We are looking forward with pleasurable anticipation to your presence among us at some future time."

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## LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, February 17, 1923.

Ovens	In Works	Name of Operators	Address
40	40	ADAMS	Greenburg
236	236	Allison No. 1	New York
236	236	Alison No. 2	New York
236	236	American 1	Pittsburg
236	236	American 2	Pittsburg
236	236	American 3	Pittsburg
236	236	American 4	Pittsburg
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236	236	American 6	Pittsburg
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236	236	American 9	Pittsburg
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236	236	American 98	Pittsburg
236	236	American 99	Pittsburg
236	236	American 100	Pittsburg

		FURNACE OVENS	
40	950	Alicia	Pittsburg Steel Co.
400		Empire	H. C. Frick Coke Co.
470		Brier Hill	Brier Hill Coke Co.
476	183	Buffington	H. C. Frick Coke Co.
500	380	Colonial No. 1	H. C. Frick Coke Co.
515	176	Colonial No. 2	H. C. Frick Coke Co.
509	124	Colonial No. 4	H. C. Frick Coke Co.
520	260	Darby	H. C. Frick Coke Co.
520		Edmore	H. C. Frick Coke Co.
520	230	Federal	H. C. Frick Coke Co.
502	180	Genoa	N. Keuffel & Co.
482		Lambert	H. C. Frick Coke Co.
415		Leetonia	H. C. Frick Coke Co.
444		Martin	Republic Iron & Steel Co.
460		Newcomer	H. C. Frick Coke Co.
460	234	Orient	American Coke Corporation
370	374	Ryan	H. C. Frick Coke Co.
350		Ronco	H. C. Frick Coke Co.
400	720	Thompson 1	Redstone Coal & Coke Co.
6 556		2 931	



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## CAUTION IN COKE MAKING.

The present is a time when the producers of coke should exercise prudent caution. They are in a position of stability of the trade in the very important particular of causing a consequent lowering of prices to levels beyond which it would be unsafe to go, in view of the prevailing high costs of manufacture.

Coke makers are aware of the extreme sensitiveness of the market to changes in demand and supply. When buyers come into the region freely, prices quickly suffer and, conversely, when more coke is made than the market can readily absorb, producers start on a search for destinations for loaded cars and the price scales down in proportion to the intensity of the effort to find buyers.

Conditions are apparently ripe for just such a development. During the past week there was a situation of production beyond what conservative observers believe to be justified. With the demand for heating coke becoming smaller as spring approaches there is present the danger that, if there is further increase in the number of ovens in blast or continued activity in speeding up those now in the running, there may be a surplus of coke on the yards and a consequent business comes from other quarters to take the place of the dwindling heating coke trade. If that happens, as is not improbable, everybody connected with the trade knows that there will be a drop in prices designed to invite orders. Even if limited to coke which does not measure up to standard in quality, any shading of price will have instant reflection in the prices for coke of the best grade with the result that all producers will feel the effects.

The end of the present quarter not being very far away from now and other buyers are already beginning to watch the market with a view to making the most advantageous contracts. Whatever operates to weaken spot prices for any grade or quality of coke will form an argument for a lower contract price during the latter part of the quarter than governed during the first, it being a matter of good business for consumers to make the best bargain they can.

On the other hand, the coke makers have fairly good reasons why they should not contribute to a price reduction. The rather free advance that are being made in the prices of cokes and finished steel products should arrest any declining tendencies in the prices for coke. It not only causes an advance, costs of coke production are still at a high range and without any prospect of a revision downward. The intrinsic value of Connelville coke is constantly being enhanced. Taxes and other overhead have not been reduced and are these changes susceptible of adjustment by any system of cost accounting.

It is, therefore, plainly up to the coke producers to shape their course of action so as to keep the trade free of those influences over which they have a certain measure of control and which will have the effect of bringing prices to a level where a fair rate of profit on their product is no longer possible. In the present circumstances it is, above all, the part of wisdom to avoid over-production.

## FRANCE DISAPPOINTS AMERICA.

The sympathies of a very large part of the American people have been with France in her efforts to require Germany to fulfill the terms and obligations of the Versailles treaty. This attitude has resulted not alone from belief in the righteousness of France's cause, but also from the admiration Americans have for the people of that nation, which more nearly than any other, was "bleeding white" while resisting invasion and devastation during the World War.

The popular conception in the United States of the French has been that they are warm-hearted, impulsive, generous and quick to respond to appeals for aid to those in distress. Being a Christian nation it has generally been believed that the people of France have been righteously indignant at the inhuman, unchristian practices of the Turks in their war of extermination against the people of the Near East. It has been taken for granted that, in common with other Christian nations of the world, France has been doing her part to assist in alleviating the indescribable sufferings of the victims of the Turkish barbarism.

Realizing the great need for husbanding our resources to be applied to the work of rehabilitating the war-torn lands and industries, it has not been expected that France would be able to do as much as America or England, but it has all the while been presumed that as much was being done as circumstances would permit, and that there was the very earnest desire that even more might be done to help bring succor to the starving women and children of America.

It therefore comes as a distinctly

unpleasant shock and disappointment to Americans to know, from the testimony of Mrs. Emrich at the High School on Sunday evening, that the French have been apparently so indifferent to the sufferings of the people of the Near East that the contributions to that cause have amounted to only \$15,000 or only about three times what was raised in Fayette county alone in one day by the comparatively small part of the population which heard Mrs. Emrich here and at Uniontown.

As knowledge of France's lack of charity in so appealing a cause becomes widespread in the United States, much of the sympathy Americans have manifested in her behalf will be lost. The fact that the French have so far failed of their duty to humanity at a time when their Christian brethren in a distant land are in grave peril of losing their very existence as a people than France was at any time during the war in danger of losing her identity as a nation, reflects discreditably upon France.

Discreditably, in fact, that she is discredited in the admiration of America which freely and willingly sent so many of her sons to mingle their blood with the soil from which they helped to drive back a heartless and merciless invader.

The fact that France's withholding of aid to the starving mothers and babes of the Near East is through fear of offending the politicians of Turkey and the leaders of the blood-thirsty, assassinating committee in the army, makes the offense all the more to be condemned. To Americans it is inconceivable that any nation, whose God is the Lord, can lend aid or comfort or show sympathy with any other nation whose avowed purpose and policy is to supplant the Cross of Christ with the Crescent of Mahomet, and in the pursuit thereof practice horrible acts of brutality.

True, the people of France as individuals may be, and it is believed they are, not in accord with the men in authority who determine questions of national policy, but being citizens of a republic, not an autocracy, the French have it within their power to demand a change in policy on the part of their government.

That the situation in the Near East has for many generations been dominated in accordance with anti-Christian ideals and practices—having, in reality, been part of a plan to drive Christ out of that quarter of the globe and enthroned a false prophet in His stead—has been an indictment of every Christian nation in the world, and most severe in the case of those nations which have pledged to Turkish political favor.

As France, or any other nation, values the esteem and good will of America, the time has come when its government and its people must pursue such a course with respect to the situation in the Near East, and particularly toward the millions of innocent victims of Turkish cruelty.

When it is remembered that the world that the exigencies of international politics have not altogether outweighed all considerations of Christian compassion for the suffering and distressed.

When Mr. Willard does come, that President Willard was compelled, on the orders of his physician, to forego the pleasure he anticipated in being the guest of the Chamber of Commerce and the Connelville Division of the Baltimore & Ohio Veterans' Association, occasion of much the keener disappointment to the people of Connelville have experienced for a long time.

Most of all was it felt by the persons in charge of the arrangements and the several hundred guests who gathered at the Presbyterian Church and later at the State Armory to share in the bestowal of honors upon the city's expected guest. That the regret Mr. Willard has heartily on the part of his hosts is proved by the sincerity of his expressions in the telegram sent to Chairman Kepner of the Chamber of Commerce.

Had it been Mr. Willard's good fortune, and ours, for him to be present, convincing proof would have been given him of several things about which he may already have very little doubt. The representative gathering of men and women at the banquet and at the function at the armory would have shown to him how earnestly willing the people of Connelville are to cooperate in all that tends to promote the best interests of the Baltimore & Ohio railroad, while at the same time we are in a receptive mood to have the management bring to Connelville any enlargement of facilities of every kind which will enable the Baltimore & Ohio to better serve this section and at the same time increase its revenue therefrom.

The recognition prepared by the local employees of the company, acting through the veterans' association, was of such character that Mr. Willard could not have regarded it as otherwise than a renewal of pledges of loyalty to the enterprise with which many of them have been associated for a quarter of a century or more.

These things and more would have been brought to Mr. Willard's attention in such a manner that he would have been sensibly impressed with the fact that the Baltimore & Ohio railroad holds a large place in the commerce and industry of this section and in the lives and affections of our people, and is regarded as a highly important instrument through which the prosperity of the city and its environs is to be made increasingly permanent.

As personal representative of Mr. Willard, Vice President Galloway made mental note of these evidences of Connelville's sentiment and enthusiasm toward the Baltimore & Ohio, and will be able to make an accurate and comprehensive report to his chief of what the latter would have observed at first hand had his physician been less mindful of his physical health and permitted him to come to Connelville as he had—yet his heart—upon doing.

Much as the absence of Mr. Willard was felt, the guests at last night's functions were highly gratified in being privileged to record an equally enthusiastic and cordial greeting to Mr. Galloway and his associates.

Especially were they pleased to hear Mr. Galloway's plain and clear-cut presentation of the situation by which the railroads are confronted, as seen from the view-point of the executive and operating officials. He told some wholesome truths concerning the railroads about which there has been a lot of misinformation and still more misrepresentation. His remarks ought to do much in giving the public a clearer comprehension of the difficulties which the railroads have had to meet as well as dependable information as to what has actually been accomplished in spite of the tremendous handicaps imposed upon their operation—not only those of the war-time and readjustment periods, but by vicious propaganda and intemperate and ill-considered attacks upon the management and the attempts to paralyze operation through the shop-crafts strike.

Except for the disappointment resulting from the inability of Mr. Willard to be present the reception was a pronounced success in all that goes to give affairs of this kind such a designation. The committees of the Chamber of Commerce and the Baltimore & Ohio Veterans' Association are deserving of congratulations, not alone for the pleasure the guests derived from the occasion, but for having given new evidence of the ability of Connelville to play host in a most delightful manner.

## HELPING PAY THE BRITISH WAR DEBT.

When President Harding, in his recent address before Congress, urged prompt action on both the British war debt agreement and the ship bill, he was not attempting to coerce that body or even to lead its members where they should go. He was merely pointing out what is needed to be done in order that the first decisive step be taken in the settlement of the troublesome foreign war debt question, and that the United States be enabled to assume its proper place among the maritime nations of the world.

Prior to the outbreak of the war in 1914 British vessels were carrying about 50 per cent of our imports and exports. Since that time they have been cut down to less than 10 per cent. As a result of the efforts to build up an American merchant marine our ships carried 34.3 per cent and British ships 35.3 per cent during the fiscal year ended June 30 last. The refusal or failure of Congress to enact the ship bill before the present session expires on March 4, will mean that British ships will steadily increase the volume of their traffic and the number of American vessels, operating on a higher wage scale and other costs of maintenance, will be withdrawn from the sea.

This will, in effect, be an abandonment of our merchant marine and the restoration of British supremacy in sea traffic. On the basis of last year's tonnage, it is estimated that we have to pay Great Britain approximately \$250,000,000 for carrying our exports and imports, or \$170,000,000 more than we did last year, while our cousins of the "light blue island" would be paying us \$138,000,000 interest on their war debt—the matter of a balance of \$32,000,000 in the latter's favor.

When it is remembered that the ship bill would mean that the British, as represented by Chancellor of the Exchequer Baldwin, were disposed to reject the American terms of debt funding. When settlement began to move strongly favor passage of the ship bill there was a sudden change in attitude and the British propagandists in this country began to urge that consideration of the debt question be given priority over the ship bill. Some of their Democratic friends in Congress have been encouraged to keep the debt question before Congress for a period long enough to hold up the ship bill until time for adjournment. Evidence of this is found in the statement of Senator King, Democrat of Utah, who during an address in New York last week assured his audience that the ship bill would encounter so many delays and difficulties between now and March 4 that its ultimate defeat would be assured.

It is through the aid of such co-workers in America that the British hope to effect a political barter of the most reprehensible kind. If this is accomplished, they will meet their debt obligations without any hardships, but with a justifiable feeling of triumph and proceed to collect the interest and a considerable part of the principal from the Americans who will thus pay for the privilege of making their exports and imports in vessels flying the British flag while our own vessels lie idle in our harbors.

Wherever "Safety First" is practiced diligently it is proving better than accident policies or compensation. It means no lost time, fingers, arms or other important parts of the human machine.

With the experience of last night we will be able to make still more notable the reception to be tendered Mr. Willard when, at a future date, he will have become so robust in health through having implicitly followed his physician's orders—or discharged that functionary—that he will not have to consult him as the advisability of risking a trip to the First City of Fayette.

It is singular that, on these crisp days, anybody would want to let go of anything warm, but that is apparently what has happened with respect to the much press-agented police "investigation."

Isn't there considerable strutting in the Turk's defiance to the Allies?

French occupation of the chief textile centers of Germany may be taken as a sign of preparation to still more completely sew up the situation.

## Abe Martin



Mrs. Ellie Kite, acquitted, was quietly married to Lester Moon at an early hour today.

Some folks get credit for being patient when they're really just an un-spirited liver.

Well, but he's full of all winter hives if he changes his license plates.

Late Bud was seriously wounded this morning while his wife was handling a model child.

Next to a model child we don't know of anything that's as uninteresting as a disciplined husband.

The reason there's a many divorces is because we decide to marry somebody before we even catch up with 'em.

Frank York, a driver in the White House of the H. C. Pink Coke Company near Morgan, is killed by a fall of white.

Charles W. Patterson, 41 years old, former burglar of Connelville, died at his home in Pittsburgh.

Mrs. H. J. Coll, 42 years old, died.

Charles Mae Cope, 18 years old, of Mount Pleasant, died in Cumberland.

With Lee Wink, Chinese laundryman, and is married.

Johnny Provance, 31 years old, of Dunbar, killed when run down by a Baltimore & Ohio train while walking along the track.

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## HUSTLING WHILE WE WAIT.

While it was disappointing to learn from the announcement made by Vice President Galloway of the Baltimore & Ohio railroad that no plans are at present being considered for the enlargement of shops at Connelville because of lack of available funds, and could not be undertaken even if such a sum had been contemplated, we should not become discouraged at the prospect.

It is the testimony of all Baltimore & Ohio men who are conversant with conditions here that greater shop facilities are very much needed. No less is there need for more yard room in order to expedite the distribution and movement of traffic. Sooner or later both must be enlarged. Otherwise the B. & O. will be at an increasing disadvantage and the business of the city and community will not be capable of expanding as it is desirable for both the railroad and the people that it should expand.

In anticipation, or in preparation, of a yard and shop enlargement which will eventually come, it would be by no means amiss for steps to be taken with the end in view of cooperating with the railroad to the fullest extent possible. For this purpose it would appear desirable for the boosting organizations of the city, the Chamber of Commerce, Kiwanis and Rotary clubs, to appoint a joint committee of the membership to make a very exhaustive study of the situation and collect all the data necessary to a thorough consideration of the proposition by the railroad company.

The result would doubtless be that it will be found to be less difficult than has been supposed to provide ground for enlargement of both the shops and yards. At any rate an effort along this line would be evidence to the railroad of the desire of the people of the city to cooperate with it in making improvements of such character as will enable it to give more and better service and incidentally derive larger income from that point.

It is as true of towns as of individuals that most things come to those who build while they wait for developments. The enlargement of the B. & O. plainly being a matter of the future, rather than of the present, it occurs to most people that we could well afford to display some activity on the proposition in the meantime, and thus be in a position to help push it through when the time is opportune for that to be done. In other words, let us hustle while we wait.

## RIGHT KIND OF A START.

The second step which has been taken in the movement to provide Connelville with better hospital facilities is not only in logical order with the first, but it is also evidence of the wise discretion that is being exercised in planning the groundwork for the undertaking.

The choice of men to have leadership and direction has been made with discriminating care and conscientious recognition of the responsibility which was placed upon those selected for this duty.

The men named as officers and members of the executive committee of the Connelville Hospital Association are not only men of high character, but they are also men of high ability, who have proven their fitness to be entrusted with the very important task of carrying the hospital proposition through all the stages which must necessarily precede its final success.

These men are truly representatives of the various interests and groups that go to make up our community. They are in a supreme degree the confidence of both their associates and the public. They are not afraid of hard work of which they will be plenty before the enlarged hospital is ready for occupancy. They are thus exceptionally well equipped to take upon themselves the burden of the task of handling the proposition in all its phases.

Secure in the knowledge that the right kind of a start has been made, and the right kind of men chosen to give direction to the undertaking, the people of the territory to be served by the larger and better hospital need have no fear as to the complete success of the enterprise if they will but resolve to do their full part in helpfully cooperating in all that is necessary to put it across after the manner in which Connelville has learned to go big things.

It would be a trifling inconvenience to be burned out of house and home these near-zero nights. Better endure a little chilliness by turning off the natural gas when you go to bed than to take the risk of the pressure rising to a point that will overheat the stoves and start a fire while you are unconscious of the danger.

We never really appreciate natural gas until the pressure runs so low that the meter will not go around.

The vote in the Senate on the British war debt funding bill showing that the members of that body can really transact business, the country expects the precedent to be followed by according to the other request of the President that the ship bill be passed.

The discovery of a process for making dynamite out of paper will enable the Germans to put their otherwise worthless marks to a good use.

The reduction of half a mill on the cotton tax levy for 1923 will be a case of small favors thickly received; larger ones in proportion.

With the crews of the Allied war vessels in Smyrna harbor "standing by" the gobble of the Turk has become much less defiant.

Unless the Germans begin to dig coal and dig in their jeans for reparations they may wake up some fine morning and find the French have permanently dug in at all strategic points.

Florida's climate may have advantages for those who care to sit around in their shirt sleeves and wait for the next big thing, but they are missing the rest of Florida which comes from the south, the bright, crisp mornings in the north.

## Now Pass the Shipping Bill

Pittsburgh Courier Times.

The business sense of America was well reflected in the Senate vote on the British war debt funding bill.

Party lines were disregarded, as was appropriate. The 70 affirmative votes were contributed by 46 Republicans and 24 Democrats, while the 13 negative votes were contributed by 10 Republicans and 3 Democrats.

Most of the "baker's dozen" are of the type of zealots who see red whenever an international subject is up for consideration. They simply cannot trust American intelligence in negotiation with Europeans. They think we must be "done" by British because the Western Hemisphere government has agreed to terms in settlement of the war debt that were suggested by our own commission headed by Secretary Andrew W. Mellon. Nor are they undecayed by expressed dissatisfaction with the arrangement of highly placed ministers in London. With them it counts for nothing that had we insisted on the hard terms proposed originally in Congress we probably should have received less than now we will and the whole subject of foreign indebtedness to the United States would remain "up in the air" for a long time.

An important step toward stabilization of all credits between the major nations has been taken and from it we shall derive benefits as great as those accruing to others.

Business interests of the country would be further gratified by an equally positive approval in the Senate of the ship subsidy bill which should be pressed to final vote now that the debt funding bill is out of the way. Opponents of this highly meritorious measure will cease to object if they consider, as they should, simply the welfare of the country as a whole.

President Harding has laid before Congress all the facts in this matter. The choice on the money side is between paying a few millions to save three millions invested in shipping or taking a virtually total loss on the investment. Unless these ships are saved to the country we never shall have a merchant marine essential to carrying a large part of our imports and exports, nor merchant fleets indispensable to support the Navy in case of war. The shipping bill should be passed as demanded by the President.

## A "Blue Sky" Law

Scranton Times.

Public opinion will support the Pennsylvania State Chamber of Commerce in its effort to have written into the laws of the Commonwealth an act to regulate the issue and sale of securities, a so-called "blue sky" law for the protection of unskilled investors. Such a law in operation would make Pennsylvania a much less fertile field for the operations of the peddler of worthless stock and the despoilers of the public who through all the various "get rich quick" schemes.

Under the proposed law every man dealing in securities in Pennsylvania would be registered at the Capital. The public officials would know who the salesmen were and what he was. They would also know what was being sold, security offered for sale.

Violators of the new law would subject themselves to a fine of not more than \$5,000 and a jail sentence of not longer than two years or both. Minor violations of the act would be punishable with a fine of \$1,000, a year's imprisonment, or both.

Pennsylvania "sticker lists" will not be nearly so valuable to the slippery dispenser of bad stock as they used to be if this will become a law.

Day by day in every way women are coming into fuller and fuller possession of all the rights incident to their enfranchisement. Out in Detroit a married woman has been appointed probation officer in her own family with authority to speak her husband if he does not avoid bad company, come home at a reasonable hour every night and conduct himself as a decent husband should. That and other things are being done to bring women into the fullness of their rights.

Making new ultimatums to the Allied warship commanders at Smyrna is becoming the great indoor sport of the Turks.

The death of whole-souled, generous-hearted "Bob" Heibert, removed from the fast thinning ranks of the veteran newspaper men of Western Pennsylvania, was a sad loss to those who learned the art in the city school and who made loyalty to the profession the ruling motive of his life. Among his associates he will be kindly remembered for the qualities that made him a heartening companion and workable friend.

"Getting all hot-up" over the low gas pressure these near-zero mornings will supply some warmth but, unfortunately, it won't boil coffee or do much cooking.

President Willard will find the late-coming hanging outside and a warm welcome inside wherever he may go while on his visit to the Center of Cokesdom.

If the organization of a Rotary Club will help keep the wheels going around, or start some new ones in motion, it is coming will be gladly welcomed.

Time works wonders in turning the zeal and earnestness of protest against unchristian practices into forgetfulness that one, even paid labor rates, that one, even paid labor rates.

In the matter of ultra-bad Turkish make good only in showing that they have not the ultimate of cruelty, and barbarity to helpless women and babes.

## Looking Backward

News of the Past Comed from the Files of The Courier.

FRIDAY, FEBRUARY 23, 1923.

A cave-in at the mines at the Dravo works caused a large hole in the surface of the township road and it is repaired by filling in with ashes.

William Ecker, an aged citizen of this place, died of apoplexy. His wife and five children survive.

Dick Faine, the Pittsburgh street shoe man, goes into the shoe business.

David Barnes, J. Solson, J. T. McCordick, Edward Deane, James M. Grath and others named a committee to conduct a celebration in observance of the 16th anniversary of the birth of Robert Emmet, Ireland's famous patriot-martyr. David Barnes will preside and A. M. Downs is selected to deliver the oration.

Robert Grimes, an aged citizen of West Newton, drops dead.

The borough of Mount Pleasant is to be enlarged, taking in Bunker Hill and Spring Garden. The additions will double the population.





